

Supplement to Australian Standard

21.039 – 16 March 2021
Supersedes: Version 3

Supplement to Australian Standard AS 1742.10-2009, *Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection* Version 3.1

General

Standards Australia has released AS 1742.10:2009, *Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection*.

All road agencies across Australasia have agreed to adopt the Austroads *Guide to Traffic Management* to ensure a level of consistency and harmonisation across all jurisdictions. The agreement means that the Austroads Guide and the Australian Standards which are referenced in them (including AS 1742.10:2009) become technical references for use within Transport for NSW ('Transport').

Application of supplement

This supplement is issued to clarify, add to, or modify the AS 1742.10:2009, *Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection*.

Transport implements the principles in the AS1742.10:2009, with variations documented in this supplement under the following categories:

- **Departures (Legislative):** Transport practices that depart from AS 1742.10:2009, due to State-based legislative requirements.
- **Departures (Transport process):** Transport practices that depart from AS 1742.10:2009, due to Transport process.
- **Additional Information:** Technical information and practices set out in Transport authored guides, manuals, technical directions and/or other reference material, which enhance or complement the AS 1742.10:2009.

The variations listed in the Supplement prevail as the accepted standard for the Transport for NSW road network in New South Wales.

For other associated supplements see the [Transport for NSW, formerly Roads and Maritime \('RMS'\) supplement for Austroads Guide to Traffic Management](#) and [Transport for NSW supplement for Austroads Guide to Road Design](#).

For enquiries about this supplement please email: Traffic.Engineering@transport.nsw.gov.au

About this release

Title:	Supplement to Australian Standard AS1742.10:2009, <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
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Approved by:	Peter Ellis, A / Director Road Specialists
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Document history

Version	Date	Reason for amendment	Approved by
3.1	Mar 2021	Update supplement into new template including name change from RMS to Transport for NSW. Add disclaimer to clarify document intended audience. Update S6.3 to reference arterial roads and clarify application of pedestrian numerical warrants by Transport.	Peter Ellis, A / Director Road Specialists
3.0	Jun 2019	Update supplement into new template and separate AS1742 parts. Introduce new document ownership. Update categorisation of supplements and include in supplement table. Remove TDT 2011/01b – Traffic Calming Update hyperlinks Delete reference to obsolete reference documents. Reference new technical directions.	Kellee McGilvray, Director Traffic Engineering Services
2.3	Jul 2016	Update supplement into new template. Update approvals to align with current organisational structure.	Craig Moran, General Manager Road Network Operations
2.2	Oct 2014	Updated references to TDT 2001/04b	Wayne Wilson, A/ Principle Manager Policy, Research and Litigation

Version	Date	Reason for amendment	Approved by
2.0	Jul 2013	General – name change General Manager Traffic Management to General Manager Traffic and Safety Management. Removal of General Manager Safer Roads Updated 1742.13, General.	Robert O’Keefe, Manager Traffic Policies, Guidelines & Legislation
1.4	Mar 2012	Updated AS1742.10 S8.6	Robert O’Keefe, Manager Traffic Policies, Guidelines & Legislation
1.3	Dec 2011	General – name change. Roads and Maritime Services (RMS) formally Roads and Traffic Authority (RTA) Updated 1742.10, General, S6.5 (fig 1), S7, S8, S8.5.	Robert O’Keefe, Manager Traffic Policies, Guidelines & Legislation
1.2	Jun 2011	Updated AS1742.13, S4.6.7	Robert O’Keefe, Manager Traffic Policies, Guidelines & Legislation
1.1	May 2011	Updated AS1742.10 S6.5, S7, S9.2	Robert O’Keefe, Manager Traffic Policies, Guidelines & Legislation
1.0	Jan 2011	Original Issue	Robert O’Keefe, Manager Traffic Policies, Guidelines & Legislation

Note: Where previous supplement updates did not impact this part, they have not been included in this document history.

List of supplements to AS 1742.10:2009, *Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection*

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
General (applicable to all Sections)		
	Departure (Transport process)	The Transport Traffic Sign register contains all approved signage to be used within the Transport road infrastructure network. Where inconsistencies between signs identified in the AS1742.10 and the Traffic Sign register exist, the Transport Traffic Sign register shall prevail.
	Additional Information	Transport complementary material for pedestrian control and protection is provided within the following primary reference documents: <ul style="list-style-type: none"> • Delineation guide • Traffic Signal Design guide.
	Departure (Transport process)	Transport practice for kerb ramps associated with Pedestrian Crossings, Children's Crossings, Pelican Crossings and Pedestrian Refuges shall be designed in accordance with TRANSPORT Standard Drawing R0300-11 Kerb Ramps .
	Departure (Transport process)	Transport practice is not to use Tactile Ground Surface Indicators ('TGSi') as shown in AS1428.4 in their kerb ramps however councils may wish to install TGSi on works under their control.
Section 5		
5.3	Additional Information	Transport complementary material for grade separation of pedestrians from vehicular traffic is provided within the following primary reference document TDT2012/05 Pedestrian Bridge Eligibility and Prioritisation Assessment .
5.4	Departure (Transport process)	The Transport Traffic Signs register contains all approved signage to be used within the Transport road infrastructure network including Regulatory signs and Warning signs. Where inconsistencies between both Regulatory and Warning signs identified in AS1742.10 and the Traffic Signs register exist, the Transport Traffic Signs register shall prevail.
	Additional Information	Transport complementary material for retro-reflective and fluorescent products as well as installation and location of signs is provided within the following primary reference documents: <ul style="list-style-type: none"> • TTD 2013/008 – Approved Retro-reflective Sheeting Materials for Road Signs • QA Specification 3400 – Manufacture and Delivery of Road Signs • Illuminated Traffic Signs - Specification No. TSI-SP-072 • Installation and Maintenance of Signs.
Section 6		
6.2 and Table 2	Departure (Legislative)	Transport does not use the No Entry (R2-4) sign referenced in AS1742.10. Refer to the Traffic Signs register for all Transport approved signage.

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
	Departure (Legislative)	<p>Transport does not use the following signs:</p> <ul style="list-style-type: none"> • Safety Zone (R3-2) sign • Children Crossing, 40, When Lights Flashing (R3-4) sign • No Stopping (R5-35 and R5-36) sign. Instead, No Stopping (R5-400 series) signs are to be used in NSW • Hand Stop banner (R6-7) sign. Instead, Hand Stop banner (R3-213) sign is to be used in NSW • Authorised Vehicles Excepted (R9-4) sign. Instead, Authorised Vehicles Excepted (R9-229) sign is to be used in NSW <p>Refer to TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings and the Traffic Sign register for all Transport approved signage.</p>
6.3	Additional Information	<p>Transport complementary material for Pedestrian (Zebra) Crossings is provided within the following primary reference documents:</p> <ul style="list-style-type: none"> • Section 7 Transverse lines pedestrian facilities in the Delineation guide • Section 2 Warrants, Section 6 Pavement Marking and Section 14 Signalised mid-block marked footcrossings in the Traffic Signal Design guide.
	Additional Information	<p>Transport practice for numerical warrants for Pedestrian (Zebra) Crossings on arterial roads are:</p> <p>i) Normal Warrant:</p> <p>A pedestrian (Zebra) Crossing is warranted where:</p> <p>In each of three separate one hour periods in a typical day</p> <p>(a) The pedestrian flow per hour (P) crossing the road is greater than or equal to 30</p> <p>AND</p> <p>a) The vehicular flow per hour (V) through the site is greater than or equal to 500</p> <p>AND</p> <p>b) The product PV is greater than or equal to 60,000</p> <p>ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians:</p> <p>If the crossing is used predominately by school children, is not suitable site for a Children’s Crossing and in two counts of one hour duration immediately before and after school hours:</p> <p>(a) $P \geq 30$</p> <p>AND</p> <p>(b) $V \geq 200$</p> <p>a pedestrian (Zebra) Crossing may be installed.</p> <p>If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day</p> <p>(a) $P \geq 30$</p> <p>AND</p>

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
		<p>(b) $V \geq 200$ AND (c) $PV \geq 60,000$ a pedestrian (Zebra) Crossing may be installed.</p> <p>iii) Special Warrant: In certain circumstances where: (a) $PV \geq 45,000$ but less than (60,000) AND (b) $P \geq 30$ AND (c) $V \geq 500$ then consideration may be given to a potential pedestrian crossing site. In such circumstances, Transport must be satisfied with the additional reasons for why the location is in need of special consideration. Local traffic advice may be sought from council.</p>
6.4	Departure (Legislative)	<p>Transport does not use No Stopping (R5-35 and R5-36) signs. Rather, No Stopping (R5-400 series) signs are to be used in NSW. Refer to TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings and the Traffic Sign register for all Transport approved signage.</p>
Figure 1	Departure (Transport process)	<p>Transport adopts the following Transport practices for Pedestrian (Zebra) Crossings:</p> <ul style="list-style-type: none"> • A 20m double barrier line (BB) shall be provided on each approach to a Pedestrian (Zebra) Crossing where a double dividing line (BS line) exists. Bi-directional Retro-reflective Raised Pavement Markers shall be placed at 5.0m spacing on the double barrier (BB) lines. • NSW practice does not permit Pedestrian (Zebra) Crossings on roads with two or more marked travel lanes in same direction. This also applies to roads with two unmarked travel lanes in the same direction (i.e. where vehicles can pass other vehicles travelling in the same direction) • A Pedestrian (Zebra) Crossing can be provided by the provision of linemarking or kerb extensions that restrict the road to one travel lane each way or where a full time parking lane exists • Pedestrian Crossings should be no less than 3.6m wide and must be indicated by pedestrian cross walk lines. Refer to Section 7 Transverse lines pedestrian facilities in the Delineation guide for further information • Transport practice does not support signs with flashing yellow signals at Pedestrian (Zebra) Crossings. Refer to Traffic Sign register for all Transport approved signage • Transport does not use No Stopping (R5-35 and R5-36) signs. Rather, No Stopping (R5-400 series) signs are to be used in NSW. Refer to TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings and the Traffic Sign register for all Transport approved signage

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>										
		<ul style="list-style-type: none"> Transport practice does not permit variations to No Stopping distances unless with kerb extensions. Refer to TDT 2011/01a – Pedestrian Refuges and TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings for further information Refer to the table below for Transport practice for locating No Stopping (R5-400) sign series and kerb extension: <table border="1" data-bbox="598 488 1500 752"> <thead> <tr> <th>Width of extension in Metres</th> <th>From kerb ramp to sign in Metres</th> </tr> </thead> <tbody> <tr> <td>Zero</td> <td>20</td> </tr> <tr> <td>1.5</td> <td>15</td> </tr> <tr> <td>2.0</td> <td>10</td> </tr> <tr> <td>≥ 2.5</td> <td>At Tangent Point of kerb extension and kerb line or 7.5 which ever is the greater #</td> </tr> </tbody> </table> <p># For further information, refer to TDT 2011/01a – Pedestrian Refuges</p> Transport practice for kerb ramps associated with Pedestrian Crossings, Children’s Crossings, Pelican Crossings and Pedestrian Refuges shall be designed in accordance with Standard Drawing R0300-11 Kerb Ramps Zig-zag advance pavement markings shall be provided on the approach to a Pedestrian Crossing. Refer to Section 7 Transverse lines pedestrian facilities in the Delineation guide for further information Transport uses transverse lines for pedestrian and marked foot crossings. Refer to Section 7 Transverse lines pedestrian facilities in the Delineation guide for further information. <p>Transport practice is not to use Tactile Ground Surface Indicators (‘TGSi’) as shown in AS1428.4 in their kerb ramps however councils may wish to install TGSi on works under their control.</p>	Width of extension in Metres	From kerb ramp to sign in Metres	Zero	20	1.5	15	2.0	10	≥ 2.5	At Tangent Point of kerb extension and kerb line or 7.5 which ever is the greater #
Width of extension in Metres	From kerb ramp to sign in Metres											
Zero	20											
1.5	15											
2.0	10											
≥ 2.5	At Tangent Point of kerb extension and kerb line or 7.5 which ever is the greater #											
	Departure (Transport process)	<p>Transport adopts the following Transport practices for angle parking at Pedestrian (Zebra) Crossings:</p> <ul style="list-style-type: none"> NSW statutory requirement is the provision of 20m of No Stopping on the approach to a crossing to ensure safe sight distance If angle parking is located on the approach, No Stopping restrictions should be increased by a further 20m to maintain safe sight distance. Note, this distance may be reduced by the use of kerb extensions. 										
Figure 2	Additional Information	<p>Transport complementary material for raised Pedestrian (Zebra) Crossings is provided within primary reference document TDT 2011/01a – Pedestrian Refuges.</p> <p>Transport adopts the following practices for raised Pedestrian (Zebra) Crossings:</p> <ul style="list-style-type: none"> Transport requires a continuous 15m long double barrier line (BB) to be installed from the stop line (TF) of the Children’s Crossing. Bi-directional Retro-reflective Raised Pavement Markers shall be installed at 5.0m spacing along the double barrier (BB) lines 										

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
		<ul style="list-style-type: none"> Children's Crossings should be no less than 3.6m wide. Refer to Section 7 Transverse lines pedestrian facilities of the Delineation guide for further information Transport practice does not permit Children's Crossings on roads with two or more marked travel lanes in same direction. This also applies to roads with two unmarked travel lanes in the same direction, i.e. where vehicles can pass other vehicles travelling in the same direction <p>Note: A Children's Crossings can be provided by the provision of linemarking or kerb extensions that restrict the road to one travel lane each way or where a full time parking lane exists</p>
Section 7		
	Departure (Transport process)	<p>Transport adopts the following practices for Children's Crossings that incorporate Pedestrian (Zebra) Crossings:</p> <ul style="list-style-type: none"> Crossings should not be less than 3.6m wide and must be indicated by pedestrian cross walk lines Pedestrian cross walk lines not used for combined Children's Crossing incorporating Pedestrian (Zebra) Crossings Transverse lines are provided for pedestrian and marked foot crossings <p>Refer to Section 7 Transverse lines pedestrian facilities of the Delineation guide for further information.</p>
	Departure (Legislative)	<p>Transport does not use the No Stopping (R5-35 and R5-36) signs. Rather, No Stopping (R5-400 series) signs, with specific times optional, are to be used in NSW. Refer to TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings and the Traffic Sign register for all Transport approved signage.</p>
Figure 3 and 4	Additional Information	<p>Transport adopts the following practices for Children's Crossings:</p> <ul style="list-style-type: none"> Children's Crossings should be no less than 3.6m wide. Refer to Section 7 Transverse lines pedestrian facilities of the Delineation guide for further information Transport uses stop line (TF) line type for all stop locations. Refer to Section 7 Transverse lines pedestrian facilities of the Delineation guide for further information Transport requires a continuous 15m long double barrier line (BB) to be installed from the stop line (TF) of the Children's Crossing. Bi-directional Retro-reflective Raised Pavement Markers shall be installed at 5.0m spacing along the double barrier (BB) lines. Transport does not permit variations to No Stopping distances unless with kerb extensions. The minimum No Stopping distance on approach is 24m and on departure is 15m. Distances can be increased if adverse site geometry exists. Refer to TDT 2011/01a – Pedestrian Refuges and TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings for further information Kerb ramps associated with Pedestrian Crossings, Children's Crossings, Pelican Crossings and Pedestrian Refuges shall be designed in accordance with Standard Drawing R0300-11 Kerb Ramps

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
		<ul style="list-style-type: none"> • Transport practice is not to use Tactile Ground Surface Indicators as shown in AS1428.4 in their kerb ramps however councils may wish to install Tactile Ground Surface Indicators on works under their control. • The Transport practice for locating Children’s Crossings on local lightly trafficked roads are determined by: <ul style="list-style-type: none"> ○ Traffic one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction ○ One hour duration immediately before and after school hours 20 or more children cross the road within 20m of the proposed crossing location ○ The 85% percentile speed of traffic must not exceed 60km/h one hour before or after school hours <p>Note: In special circumstances where a Children’s Crossing is required on roads where the 85% speed is greater than 60km/h, Council may apply to the Transport for consideration and approval.</p> <ul style="list-style-type: none"> • Transport practice requires an undertaking from the school principal to arrange the display of the “Children’s Crossing” flags or signs during and only during the specified period of operation 8:00am – 9:30pm and 2:30pm – 4:00pm and when necessary at other times such as school excursions and school sport days. A pro forma for such an undertaking is provided in Appendix A of this supplement. • In some instances Children’s Crossing may be installed at existing marked foot crossings (Zebras) where the existing “CHILDREN CROSSING” flags are in operation and such crossings located near infants and primary schools. However if the prominent use of the existing zebra crossing occurs during the hour before and after school, consideration should be given to its removal and replacement with Children’s Crossing. • Transport practice requires Children’s Crossings to have kerb and gutter. Refer to Standard Drawing R0300 Kerb and Channel Series. • Transport practice does not allow Children’s Crossings to be installed for sole use of kindergarten children unless escorted by an adult. • Transport practice requires that Children’s Crossings must be approved by Traffic Committee. • Transport practice does not permit Children’s Crossings on roads with two or more marked travel lanes in same direction. This also applies to roads with two unmarked travel lanes in the same direction, i.e. where vehicles can pass other vehicles travelling in the same direction <p>Note: A Children’s Crossings can be provided by the provision of linemarking or kerb extensions that restrict the road to one travel lane each way or where a full time parking lane exists.</p>
	Additional Information	<p>Transport adopts the following practices for angle parking at Children’s Crossings:</p> <ul style="list-style-type: none"> • The provision of 24m of No Stopping on the approach to a crossing to ensure safe sight distance

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
		If angle parking is located on the approach, No Stopping restrictions should be increased by a further 20m to maintain safe sight distance. Note, this distance may be reduced by the use of kerb extensions.
7.4	Departure (Legislative)	Transport does not use the No Stopping (R5-35 and R5-36) signs. Rather, No Stopping (R5-400 series) signs, with specific times optional, are to be used in NSW. Refer to TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings and the Traffic Sign register for all Transport approved signage.
	Departure (Legislative)	Transport does not use Stop banner (R6-7) sign. Rather, Children Stop Crossing bat (R3-213) signs are to be used in NSW. Refer to Traffic Sign register for all Transport approved signage.
	Departure (Legislative)	Transport does not use Children Crossing (25km/h) When Lights Flashing (R3-4) sign. Refer to Traffic Sign register for all Transport approved signage.
Section 8		
	Additional Information	Transport complementary material for Pedestrian Actuated Traffic Signals (Mid-Block) is provided within the following primary reference documents: <ul style="list-style-type: none"> • Section 7 Transverse lines pedestrian facilities of the Delineation guide • Section 2 Warrants and Section 14 Signalised mid-block marked footcrossings of the Traffic Signal Design guide • Railway Crossing Safety Series.
	Departure (Legislative)	Transport does not use the No Stopping (R5-35 and R5-36) signs. Rather, No Stopping (R5-400 series) signs, with specific times optional, are to be used in NSW. Refer to TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings and the Traffic Sign register for all Transport approved signage
Figure 5 and 6	Additional Information	Transport adopts the following practices for Pedestrian Actuated Traffic Signal (Mid-block) Crossing: <ul style="list-style-type: none"> • A 10m double barrier line (BB) shall be provided on each approach to Pedestrian Actuated Traffic Signals (Mid-block) Crossing where a double dividing line (BS line) exists. Bi-directional Retro-reflective Raised Pavement Markers shall be placed at 5.0m spacing on the double barrier (BB) lines. Refer to Section 4 Longitudinal markings of the Delineation guide for further information • Mid-block crossings should not be less than 6m wide • Pedestrian Cross Walk lines shall be used in conjunction with Pedestrian Actuated Traffic Signals (Mid-block) Crossings. Refer to Section 7 Transverse lines pedestrian facilities of the Delineation guide for further information • Signalised mid-block marked foot crossing must be avoided within 130m of an adjacent signalised intersection. Refer to Traffic Signal Design guide for further information

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
		<ul style="list-style-type: none"> Kerb ramps associated with Pedestrian Crossings, Children's Crossings, Pelican Crossings and Pedestrian Refuges shall be designed in accordance with Standard Drawing R0300-11 Kerb Ramps <p>Transport practice is not to use Tactile Ground Surface Indicators ('TGS') as shown in AS1428.4 in their kerb ramps however councils may wish to install TGS on works under their control.</p>
8.5	Additional Information	<p>Transport complementary material for Pelican Crossings is provided within the following primary reference documents:</p> <ul style="list-style-type: none"> Section 7 Transverse lines pedestrian facilities of the Delineation guide Section 2 Warrants and Section 14 Signalised mid-block marked foot crossings of the Traffic Signal Design guide.
Figures 4 & 5	Departure (Transport process)	<p>Transport adopts the following practices for Pelican Crossings:</p> <ul style="list-style-type: none"> NSW practice does not permit Pelican Crossings on roads with two or more marked travel lanes in same direction. This also applies to roads with two unmarked travel lanes in the same direction (i.e. where vehicles can pass other vehicles travelling in the same direction) Transport practice uses one stage crossing for 4 or less travel lanes. Transport does not use Pelican crossings with approaches of 3 lanes in each direction or very wide medians, two stages crossings or sites used predominately by children, elderly or people with a disabilities Transport practice allows Pelican Crossing to be provided by the provision of linemarking or kerb extensions that restrict the road to one travel lane each way or where a full time parking lane exists Transport practice uses kerb ramps in accordance with Standard Drawing R0300-11 Kerb Ramp Series <p>Transport practice is not to use Tactile Ground Surface Indicators as shown in AS1428.4 in their kerb ramps however councils may wish to install TGS on works under their control.</p>
8.6	Additional Information	<p>Transport complementary material for provision for pedestrians at signalised Intersections and Railway Crossings are provided within the following primary reference documents:</p> <ul style="list-style-type: none"> RMS Planning Road Infrastructure Upgrades At Railway Crossings – PN 261 Section 7 Transverse lines pedestrian facilities of the Delineation guide RMS fact sheet – Railway Level Crossings Section 15 Special situations and Appendix F – Level crossing interface: Concept of operations and Appendix G – Level crossing interface: Traffic signal design guidance of the Traffic Signal Design guide Rail Crossing Safety Series.
Section 9		
	Additional Information	<p>Transport complementary material for Pedestrian Refuge Islands are provided within the following primary reference documents:</p> <ul style="list-style-type: none"> TDT 2011/01a – Pedestrian Refuges

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
		<ul style="list-style-type: none"> • RTD 2019/001 – Installation of Pedestrian Fencing on New South Wales Classified Roads • TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings
Figure 7	Additional Information	<p>Transport adopts the following practices for Pedestrian Refuges:</p> <ul style="list-style-type: none"> • Transport does not use the No Stopping (R5-35 and R5-36) signs. Rather, No Stopping (R5-400 series) signs, with specific times optional, are to be used in NSW. Refer to TDT2002/12c Stopping and Parking Restrictions at Intersections and Crossings and the Traffic Sign register for all Transport approved signage • Transport practice for No Stopping signage on road widening at pedestrian refuges on a road with one lane in each direction: <ul style="list-style-type: none"> ○ No Stopping (R5-400) sign series shall be placed on approach at beginning of the taper or 20m, measured from the intersection of kerb ramp flare and back of kerb, whichever is greater. ○ No Stopping (R5-400) sign series to be placed on departure at end of the taper or 5m, measured from the intersection of kerb ramp flare and back of kerb, whichever is greater. • Transport approved pedestrian fencing types shall be designed in accordance with Standard Drawings R0800 Fencing Series and RTD 2019/001 – Installation of Pedestrian Fencing on New South Wales Classified Roads • Transport practice uses painted median is preceded by a double barrier line extending for 30m minimum. Refer to Section 4 Longitudinal markings of the Delineation guide for further information • Type SM kerb shall be provided for Refuge Islands and designed in accordance with Standard Drawing R0300 Kerb and Channel Series. • Refuge Islands shall incorporate a splayed approach with painted chevrons on both approaches to the central island. Refer to TDT 2011/01a – Pedestrian Refuges for further information • Painted chevrons shall be spaced at 4.5m, with a width of 1.5m and at an angle of 45°. Refer to Section 8 Diagonal and Chevron Markings of the Delineation guide for further information • The length of the splayed approach and Retro-reflective Raised Pavement Markers spacing shall be in accordance with the directions in TDT 2011/01a – Pedestrian Refuges • Kerb ramps for Pedestrian Refuges shall be designed in accordance with Standard Drawing R0300-11 Kerb Ramps • Widening or narrowing a road for Pedestrian Refuges shall be in accordance with the directions in TDT 2011/01a – Pedestrian Refuges • Transport practice uses Keep Left (R2-3) sign with 50mm gap from base of sign to top of Pedestrian Refuge <p>Transport practice is not to use Tactile Ground Surface Indicators as shown in AS1428.4 in their kerb ramps however councils may wish to install TGSi on works under their control.</p>

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>										
9.3	Departure (Transport process)	Transport uses the Unidirectional Hazard Marker (D4-1-2) sign for kerb extensions. Refer to Section 17 Alignment signs & markers of the Delineation guide for further information.										
	Additional Information	<p>Refer to the table below for locating No Stopping (R5-400) sign series for kerb extensions:</p> <table border="1"> <thead> <tr> <th>Width of extension in Metres</th> <th>From kerb ramp to sign in Metres</th> </tr> </thead> <tbody> <tr> <td>Zero</td> <td>20</td> </tr> <tr> <td>1.5</td> <td>15</td> </tr> <tr> <td>2.0</td> <td>10</td> </tr> <tr> <td>≥ 2.5</td> <td>At Tangent Point of kerb extension and kerb line or 7.5 whichever is the greater. #</td> </tr> </tbody> </table> <p># For more detail refer to TDT 2011/01a – Pedestrian Refuges.</p> <ul style="list-style-type: none"> The statutory requirement is to provide 20 m of No Stopping on the approach to a crossing for safe sight distance <p>If angle parking is on the approach, no stopping should be increased by a further 20 m to maintain safe sight distance. However this distance may be reduced by the use of kerb extensions.</p>	Width of extension in Metres	From kerb ramp to sign in Metres	Zero	20	1.5	15	2.0	10	≥ 2.5	At Tangent Point of kerb extension and kerb line or 7.5 whichever is the greater. #
Width of extension in Metres	From kerb ramp to sign in Metres											
Zero	20											
1.5	15											
2.0	10											
≥ 2.5	At Tangent Point of kerb extension and kerb line or 7.5 whichever is the greater. #											
9.4	Departure (Legislative)	Transport practice does not use loading islands and / or safety zones.										
9.5	Departure (Legislative)	Transport does not use Safety Zone (R3-2) sign. Refer to Traffic Sign register for all Transport approved signage.										
9.6	Departure (Transport process)	Transport approved pedestrian fencing types shall be designed in accordance with Standard drawings R0800 Fencing Series and RTD 2019/001 – Installation of Pedestrian Fencing on New South Wales Classified Roads .										
Section 10												
	Departure (Legislative)	Transport does not use No Entry (R2-4) sign. Rather, Transport No Entry (R2-4) signs are to be used in NSW. Refer to Traffic Sign register for all Transport approved signage.										
Appendix A												
	Additional Information	<p>Transport complementary material for retro-reflective and fluorescent products is provided within the following primary reference documents:</p> <ul style="list-style-type: none"> TTD 2013/008 – Approved Retro-reflective Sheeting Materials for Road Signs QA Specification 3400 – Manufacture and Delivery of Road Signs Illuminated Traffic Signs - Specification No. TSI-SP-072. 										
Appendix B												

Reference Section	Category	Supplements to <i>Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection</i>
	Additional Information	Transport complementary material for installation and location of signs is provided within the primary reference document Installation and Maintenance of Signs .
Appendix C		
	Departure (Legislative)	Transport does not use Stop banner (R6-7) sign. Rather, Children Stop Crossing bat (R3-213) signs are to be used in NSW. Refer to Traffic Sign register for all Transport approved signage.
	Departure (Transport process)	Transport practice does not use child monitors at crossings.
Appendix E		
	Additional Information	Transport complementary material for Pedestrian Actuated Traffic Signals (Mid-block) is provided within the following primary reference documents: <ul style="list-style-type: none"> • Traffic Signal Design guide • Traffic Signal Operations manual.

Appendix A

Undertaking by School Principal To display "CHILDREN CROSSING" flags at Children's Crossing

I, the School Principal or my delegated officer (18years or over) of:

.....

give an undertaking that the relevant flags will be displayed during and only during the periods 8.00am – 9.30am and 2.30pm – 4.00pm for usage by school children at the Children's crossing situated at:

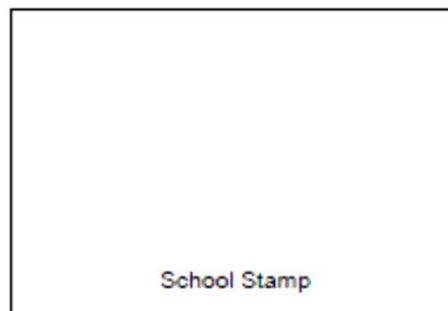
.....

.....

.....

Signed

Dated



Note

Replacement of lost or stolen Children's Crossing Flags on local roads refer to local council. Replacement is made under RMS block grant to council.

Replacement for lost or stolen Children's Crossing Flags on State roads refer to RMS Road Safety in your area.

Disclaimer:

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